



**Address by the  
Secretary General of the  
International Civil Aviation Organization,  
Dr. Fang Liu,  
to the 2016 ATC Global Conference**

*(Beijing, China, 12 September 2016)*

1. Good morning everyone.
2. Let me begin by extending my appreciation to Mr. Graham Lake for his kind invitation to join you today.
3. I would also wish to commend event organizers UBM International, the sponsors and co-organizers from China's Air Traffic Management Bureau, China Civil Aviation Museum, and Eurocontrol, for the lovely facilities and setting which have been provided for our discussions.
4. It will be my great pleasure to highlight for you some key global air traffic management (ATM) priorities, both for ICAO and for global civil aviation.
5. Increased cooperation between ICAO and the ATM industry will be instrumental to our shared ambition for achieving sustainable and profitable air transport services.
6. Modern air transport has multiple positive impacts on socio-economic prosperity and a unique ability to connect even the most remote or landlocked States.
7. In so doing, it enhances global connectivity which boosts local tourism and expands access for local producers to global markets and trade flows.
8. ICAO has been very encouraged by the international community's growing appreciation for the significant contributions of aviation to sustainable socio-economic development and prosperity.

9. And we are working hard today to ensure all United Nations Member States have a greater awareness of aviation's benefits as they pursue the 17 Sustainable Development Goals now established under the visionary Agenda 2030 .
10. But before aviation's positive benefits can be effectively realized, governments need to recognize how important it is that their local air services are safe, secure and efficiently-managed, on the basis of compliance of ICAO's global standards.
11. This dynamic of global compliance driving local prosperity is fundamental to the socio-economic objectives of all States and Regions.
12. But aviation's ability to deliver global connectivity to cities and Regions faces a steep uphill climb today.
13. And one of the most important reasons for this is that barely 3% of annual global infrastructure investment is earmarked for aviation development.
14. With the rate of growth now being seen in many air transport markets, the urgency of this point cannot be over-estimated.
15. Air Traffic Services Providers play an important role in this process, by drawing on the combined experience of many years of air traffic management.
16. With continued cooperation amongst ANSPs, lessons learned in one Region are able to be put into effect in another, without the need to reinvent the wheel.
17. Together we must seek to ensure that States understand the importance of effective coordination among their key policies for transport, tourism, and economic development.
18. This in turn will serve to bolster aviation markets globally, maximize benefits, and optimize resources.
19. Another important area where ICAO and ATM stakeholders can partner more meaningfully relates to the upcoming revisions to the Global Air Navigation Plan (GANP).

20. Priorities will need to be analysed based on specific operational scenarios and regional and national needs, and ANSP inputs into this analysis are vital.
21. By leveraging available global indicators, and by continuing to share information and best practices, we can help States calculate their specific needs according to airspace user expectations.
22. This then permits them to identify optimal solutions, refine resource allocation projections, and maximize the benefits they realize.
23. ICAO has been very encouraged to-date by the investments, both human and financial, which States and ANSPs have committed toward the implementation of Collaborative Decision Making (CDM) and Air Traffic Flow Management (ATFM).
24. These solutions will be critical to ensuring system-wide safety and efficiency as our sector continues to expand.
25. PBN implementation continues to be another key driver, unlocking benefits for safety, operational efficiency, airspace capacity and lower greenhouse gas emissions.
26. Looking to the future, another area where ICAO, ANSPs and their regulators must work more closely is in the area of System-wide Information Management, or 'SWIM'.
27. The ability to share the right information, at the right time, and to the right people, is a basic pre-requisite for ensuring global interoperability and harmonization.
28. In addition, aeronautical information systems (AIS) have to be operationally and technically interoperable, and harmonized to allow for safe, cyber-resilient and seamless coordination.

29. Our main challenge ahead will be the development of Standards related to SWIM's governance and architectural components, which we are now aiming to have in place by 2018.
30. Closely linked to SWIM, Cyber risk management is a key consideration as we continue this evolution towards greater information technology coordination system-wide.
31. This is a high priority item across a number of ICAO work programmes at present.
32. The Civil Aviation Cybersecurity Action Plan, agreed to by ICAO and the other members of the Industry High-level Group, further sets out a roadmap and joint commitments.
33. These ensure that industry and States establish coherent cybersecurity approaches and responses.
34. And by leveraging ICAO's unique international positioning, we will work to provide a global solution – one which minimizes the need for separate bilateral agreements while improving cost effectiveness for both airlines and ANSPs.
35. Air navigation systems and ATM procedures will also be key to every aspect of the successful implementation of the ICAO Global Aeronautical Distress and Safety System (GADSS), including its related objectives for Search and Rescue enhancement.
36. Acknowledging that air traffic services are intrinsically linked with this process, ICAO will therefore be looking forward to a high level of ANSP and industry input as we progress this work.
37. Our 15-minute 'normal tracking' requirement has a target applicability date of end-2018, while the one-minute distress tracking provision is slated for 2021.
38. We of course encourage early adoption by operators and that points to the need for proactive preparedness.
39. Before concluding today, ladies and gentlemen, I would like to raise one final point and an important concern we share relating to the minimal regulatory oversight of air traffic services.
40. The importance of effective oversight in this area is well understood, as is the need for a clear distinction between regulator and ANSP functions.

41. But we must also recognize that the existing regime could be significantly enhanced by greater cooperation among ANSPs, in particular for quality assurance.
42. ICAO has therefore initiated the development of a regional framework to focus on ways in which ANSPs can cooperate to increase effective implementation of ICAO SARPs, identify champions, and better define opportunities for sharing expertise.
43. In particular, the framework is being designed to improve and harmonize the quality of air navigation services in the ICAO Africa and Indian Ocean region, but it could very well be adapted for other regions as well.
44. These and similar efforts are part of the wider implementation, partnership and assistance priorities we are now undertaking under ICAO's 'No Country Left Behind' initiative.
45. Enhanced ATM collaboration will help aviation to realize more practical and consensus-driven solutions, and greater sharing of best practices, to the benefit of all, will be an important first step on this path.
46. As I mentioned at the outset, cooperation between ICAO and ATM industry stakeholders is instrumental for our common objectives.
47. I wish to affirm our gratitude for the cooperation realized so far, and ICAO's commitment to work even more closely towards our shared objectives at the service of States, operators and sustainable, prosperous societies.
48. Thank you, and may I wish everyone a very productive and engaging event.